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FIFTH AVENUE, AT FIFTY-FIFTH STREET

NC-3 Fogbound 69 Hours at Port Delgada

Continued from page 1

stop at Ponta Delgada was thought to be planned for the purpose of obtaining supplies.

The story of the plucky fight, Commander Towers and his men were forced to make for two days and nights was not expected at the Navy Department before to-morrow, for officials realized that the aviators must have been almost exhausted when they reached their haven.

NC-1 Virtually in Sinking Condition

Meanwhile Lieutenant Commander A. C. Read, with the NC-4, still was weather-bound at Horta, and the NC-1, third ship of the aerial fleet, was officially described as in

an almost sinking condition thirty miles off Corvo Island, Azores, with the destroyer Fairfax standing by. Lieutenant Commander Bellinger and his crew of the NC-1 are aboard the cruiser Columbia at Horta, definitely out of the race, according to Bellinger's own report on the condition of his machine.

With his arrival at Ponta Delgada Commander Towers again took active command of the flight situation. Whether Commander Read in the NC-4 shall proceed alone at the earliest possible moment or wait for the NC-3 to resume the flight depends on the condition of the latter plane. Officers here believe the NC-4 commander would be ordered to proceed as soon as weather permits on the next lap.

Even under the depression of earlier hours, before news of the safety of the NC-3 had arrived, officers were quick with tributes to the gallantry of Harry G. Hawker, the daring Australian whose single-handed attempt to cross the Atlantic by air, staking his life and that of his navigator on pure luck, appealed to them strongly as a sporting venture. Officers said the Australian had the best wishes of the American naval service and should he succeed from no one would he receive heartier congratulations.

Navy Cheered by News That Towers Is Safe

As news of Commander Towers's safety spread through the Navy Department, a feeling of relief followed it, for it meant that not only had seventeen officers of the American navy flung themselves through more than 1,200 sea miles of space to arrive safely in mid-ocean, but that American seaplane construction had stood the test of storm on the surface as well as having conquered the air.

It had been a saying of the service that the 'planes were built to ride any seas in which they could land. The NC-3 did more than that. She rode out a gale that is said to have approached a ninety-mile rate at times and came serenely taxying into port, having kept steadily on her general course under guidance of her skillful crew. This spoke loudly to officers here of both sound building and rare skill and ingenuity. It established, they said, a record for the service, probably for the world.

Reports on weather conditions about the Azores, cabled to the de-

partment to-night by Admiral Jackson, were not altogether favorable for a start by the NC-4 on the next leg of the flight. Rain squalls still overspread that part of the ocean and the sea visibility remained low.

U. S. Cruiser at Lisbon Waiting for Seaplanes: Report Good Conditions

LISBON, May 19 (By The Associated Press).—The cruiser Rochester, with Rear Admiral Plunkett on board, and the supply ship Shawmut are here awaiting the coming of the seaplanes. American naval officers continue their meteorological investigations at the Lisbon Observatory, and consider general conditions favorable for a continuance of the flight.

The American naval mission has arranged to notify the people of Lisbon when the 'plane or 'planes leave the Azores by blowing whistles. The whistling will be repeated an hour before the aviators are expected here.

Official Log of Over-Seas Flight

WASHINGTON, May 19.—The transatlantic flight log based on dispatches received at the Navy Department today follows:

9:58 a. m.—Ponta Delgada. Following instructions received from Rochester: "Use all available destroyers west of Ponta Delgada and NC-4 if practicable to make organized search for NC-3." 0840 (4:40 a. m. New York time). Jackson.

10:02 a. m.—Ponta Delgada. Fairfax standing by NC-1 thirty miles east of Corvo. Both wings smashed, one pontoon missing. Bellinger reports it will not be in condition to be made to fly. 0850 (4:50 a. m. New York time). Jackson.

11:05 a. m.—Ponta Delgada. Scouting line position at 0730 (3:30 a. m. New York time), latitude 39.50 north, longitude 38.48 west. Course 270, true, speed eight knots. 1030 (6:30 New York time). Jackson.

11:44 a. m.—Stockton has seven destroyers with her on search. Speed thirteen knots. 1140 (7:40 a. m. New York time). Signed, Jackson.

11:46 a. m.—Ponta Delgada: Not practicable to employ NC-4 on search. She will proceed to Ponta Delgada as soon as weather permits preparatory to flight to Lisbon. 10:50 (6:50 a. m. New York time). Signed, Jackson.

1:32 p. m.—Ponta Delgada: Wreck of NC-1 in 40°08 north, 29°22 west. Impossible to work until sea moderates. Boat has lost considerable buoyancy over night and may sink in another twenty-four hours. Weather conditions unchanged. 11:30 (7:30 a. m. New York time). Signed, Jackson.

1:35 p. m.—Ponta Delgada: NC-4 will leave for Ponta Delgada as soon as the weather is suitable. At present heavy, squally, and rains prevailing. It is doubtful if NC-4 can start to-day. 11:51 (7:50 a. m. New York time). Signed, Jackson.

2:20 p. m.—Ponta Delgada: NC-3 sighted on wester seven miles from Ponta Delgada under own power. 16:11 (12:10 p. m. New York time). Signed, Jackson.

2:30 p. m.—Ponta Delgada: Weather at noon: Barometer 30.34, rising now steadily; wind west, twenty-five miles per hour; visibility twelve miles; moderate sea. Forecast for afternoon: Generally fair, with possible small local rain squalls, with slight increase of wind; wind between 245 and 325 degrees and twenty-two to thirty-two miles. 12:19 (8:10 a. m. New York time). Signed, Jackson.

3:22 p. m.—Ponta Delgada: Following orders given: "Scouting line too far west; should search to eastward with dispatch." 14:19 (10 a. m. New York time).

Invaluable Data Gained, Says David

Varied Experiences of Seaplanes a Basis for Development of Future

"The diversity of experience of the three American seaplanes making the transatlantic flight is likely to prove one of the most valuable features of the whole exploit," said Evan J. David, aeronautic expert and business manager of the publication, "Flying," as he watched the overseas bulletins come in yesterday.

"From the standpoint of record-making," he said, "it might be more satisfactory if all the NC 'planes had arrived without any mishap, as Lieutenant Commander Read's did. But from the standpoint of knowledge gained for the benefit of transatlantic flying in general there is no question that the variety of experience is far more interesting, far more informing."

The most important feature of the flight, Mr. David declared, will be the gauge it will furnish on the nature of air currents above the Atlantic.

"The great danger heretofore," he explained, "has been in the fact that we knew nothing about the air currents existing above the ocean, their nature or direction. No aircraft had ever been as far as 200 miles out to sea. All the rest was pathless, unknown space. To take the plunge into that tricky mystery required rare courage and daring. Once the plunge had been taken, however, as it now has, we have data to go on."

"Dirigibles," Mr. David said, "will handle the bulk of the aerial carrying trade which will shortly be undertaken. Because of their lightness, however, they probably are not the best type of craft to undertake this pioneer work. Now that we have something to base calculations on, however, as we shall have when Commander Read makes full report, the dirigibles will not be compelled to operate entirely in the dark."

Dirigibles to Carry Planes
"The dirigibles will, of course, carry seaplanes aboard just as ocean liners carry lifeboats. Accidents, especially at first, are bound to occur. But people are not going to be so afraid of the effects of those accidents when they know that there is at hand a seaplane proved capable of weathering the waves of the mid-Atlantic."

Mrs. Hawker and Child Arrive at Airdrome

BROOKLANDS, England, May 19 (By The Associated Press).—Mrs. Harry G.

LIEUTENANT COMMANDER JOHN H. TOWERS



Skipper of the long-delayed United States naval seaplane NC-3, which was found yesterday near the Azores.

Fate of Transatlantic Fliers

THE aircraft which have attempted the flight across the Atlantic this year, their construction details and events of their flight are as follows:

Aeroplane.	Pilot.	Nationality.	H. P.	Speed.	Result.
Dirigible C-5.	Lieut. Com. Coll.	American.	250	45	Blown to sea.
NC-4.	Lieut. Com. A. C. Read.	American.	1600	90	Successful
NC-1.	Lieut. Com. Bellinger.	American.	1600	90	Wrecked in fog 100 miles from goal.
NC-3.	Com. John H. Towers.	American.	1600	89	Safe at the Azores.
Sopwith.	Harry Hawker.	Australian.	375	100	Fell in sea.
Short.	Major Wood.	English.	375	100	Fell in sea.
Martinsyde.	Captain Raynham.	English.	375	110	Wrecked in starting.
Farnum.	Lieut. Fontan.	French.	?	?	Halted by broken cylinder.

Hawker, wife of the aviator, and their daughter arrived at the Sopwith airdrome this afternoon. Before hearing the reports of her husband's landing she had expressed the belief that he would fly direct to the airdrome here if he found it possible.

The report this afternoon that Hawker had been sighted off Ireland was received with enthusiasm here, where the Sopwith headquarters are located.

So confident were Hawker's friends that he would succeed in his transatlantic flight that as soon as his departure was announced arrangements were made for his reception.

"Safe and Well" Flier Cables Wife

WASHINGTON, May 19.—Mrs. Towers, wife of Commander Towers of the NC-3, which was lost for sixty hours, received a message from Secretary Daniels personally this afternoon that the seaplane upon which her

husband was making the transatlantic flight, the NC-3, had been sighted by the Melville seven miles off Ponta Delgada.

This was the first word Mrs. Towers had received concerning her husband since Saturday morning, when it was reported that the NC-3 was lost in a fog.

Later Mrs. Towers received from her husband at Ponta Delgada the following cablegram:

"Safe and well."
"It is impossible for me to describe my feelings since the message came that my husband's seaplane was lost," said Mrs. Towers to-night. "Don't ask me about it."

"I wanted him to make the flight because he had his heart set on it and I did not oppose him or even want to stand in his way. Last Thursday I went to Rockaway and saw him off."

Commander and Mrs. Towers were married four years ago in London. They have one daughter, Marjorie. Mrs. Towers was Miss Lily Carstairs, of Philadelphia, before her marriage. She was in London at the time the war started and did war work. Commander Towers was naval attaché of the American Embassy in London at that time. They returned to this country a few months after their marriage.

Save and Invest

Through the war period many of us have learned for the first time to save—to save and invest. Each one of us has felt the personal benefit of putting by a little capital.

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Daniels Congratulates Transatlantic Fliers

WASHINGTON, May 19.—Upon receipt of official news today that Commander John H. Towers's belated seaplane NC-3 had been sighted near Ponta Delgada, Azores, Secretary Daniels sent the following cable to the commander:

"I knew you would make it. Heartiest congratulations on your plucky and successful flight. Just told your wife good news. Congratulate other commanders and crews for so splendidly upholding navy's traditions. Confidently expect at least two 'planes to reach England on schedule."

Blood Marks Trail of Reds After "Easy Money"

PARIS, April 19 (Correspondence of The Associated Press).—Bolshevism, in the untutored mind of the Russian proletariat, is a system under which everybody has plenty of money and one needs to work only two or three hours a day, writes a special correspondent of "L'Intransigeant" from Russia. The money they needed, the moujiks were told, they would find in the factories, and all they would have to do would be to go and get it. Disappointment awaited them in most cases, for the great majority of the manufacturers were ruined and the office cash boxes were generally empty. The next course was to seize the proprietor by the throat. "Where is our money?" they would demand. "The money that we've earned by our sweat and blood!"

One plant owner answered that he had no money and offered to prove by his books that he had not even enough to keep body and soul together.

The men fumbled through the books; but being ignorant of the rule of three, they could not understand the entries. Then somebody found an entry of two million rubles under "Mortgages," the Russian for which is "Amortizatsia."

"What is this?" they demanded furiously. "Amortizatsia must be the name of a woman. She has gotten our money. Who is she? Where is she?"

The unfortunate employer vainly attempted to explain. The mob gave him five minutes to "confess," after which he was shot against his factory wall.

Bellinger Tells How the NC-1 Fought Waves

Continued from page 1

us and lowered a boat which picked us up at 6:20 p. m. Our position when we were picked up was latitude 39 degrees 58 minutes north; longitude 30 degrees 15 minutes west. We tried to salvage the 'plane, but the tow lines of the Ionia broke, and we were forced to give up the attempt.

"We were rescued with difficulty, because the small boat of the Ionia was tossed about like a cork. All of us were seasick, otherwise we did not suffer."

"We sent out SOS calls after landing, but the radio sending radius was only fifty miles on the surface of the water. While awaiting rescue we intercepted messages between destroyers. We last heard the radio of the NC-3 at 9:15 o'clock Saturday morning. "If the fog had not been so thick we could have continued to Ponta Delgada. Our engines worked splendidly throughout. The average altitude of the flight was between 500 and 3,500 feet."

Thomas Healy Plans Revue For Fall, Despite Dry Law

Thomas Healy is another one of the restaurant owners who doesn't believe that people go to restaurants just to drink.

"I am ready to meet conditions that may arise when the dry season gets here, but I believe that the public can always be reached with the proper form of entertainment," said Mr. Healy. "So, in spite of the dry spell I am going right ahead with my plans."

You know the story of the old fisherman? Some one asked him what he did all day. "Well," he replied, "sometimes I sit and think and sometimes I just sit!" That is the way with restaurant patrons. Sometimes they



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like to sit and drink and sometimes they like to just sit, particularly if you give them sufficient entertainment, which I intend to do. My fall revue will be twice as elaborate as the present one, 'Blossom Festival.'"



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